

Police Department

W. GLENN CHRISMAN
Chief of Police
(615) 849-2673
gchrisman@ci.murfreesboro.tn.us



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Honorable Mayor and Council Members:

In 2008, with the support of the Murfreesboro City Council, the Murfreesboro Police Department began utilizing an automated red light camera enforcement system to address the serious issue of red light signal violations aimed at reducing the number of vehicle crashes at all intersections in Murfreesboro. Since the implementation of **Project Safe Streets** in 2008, this enforcement program has contributed to making all intersections in Murfreesboro safer by changing driver attitudes and behaviors concerning compliance with red light signal controls. Despite increased traffic counts on Murfreesboro streets, the addition of more signalized intersections, and a fast growing population, the success of this program can be measured throughout the entire city. The data presented in the attached tables indicate that crashes at all signalized intersections, both side angle and rear-end, have significantly reduced from last year as well as from the beginning of the program. This data demonstrates a continuing trend of decreased crashes at signalized intersections.

In 2010, American Traffic Solutions (ATS) acquired the contract with the City from Traffipax, the original vendor. ATS is currently under a three (3) year contract with two one-year extensions at the City's option (through November 30, 2015).

Please take a moment to review the following information and crash data and contact me at anytime if you have questions or comments about the program.

As you are aware, the equipment collects still photographs and video images which are reviewed by ATS staff for potential violations and then forwarded for final review by a certified Murfreesboro Police officer. Certified police officers make the final decisions on violations and the issuance of citations. Since the implementation of the program, over 96,548 civil citations have been issued to violators at the program sites.

From the onset of the program, data has been collected regarding the number and type of crashes at each monitored intersection, as well as the number of citations issued. Data has also been collected regarding crashes at all 143 signalized intersections throughout the city. [NOTE: In July, 2008 when the program began, there were 122 intersections.] The crash data referenced in the tables below was provided by the Department of Safety and reviewed by MPD staff. Partial crash data was retrieved from the former crash data collection database which consisted of paper reports with limited information.



Since the implementation of the Tennessee Integrated Traffic Analyses Network (TITAN), more precise information pertaining to the exact location of crashes can be determined. When determining whether a crash was intersection related, staff included all crashes which occurred within 100 feet of a signalized intersection. Again, although the methods of gathering the information differ slightly, this new feature improves the quality of the information provided for your review. Staff reviewed the causes of the rear end type crashes and almost all cited following improperly, inattentive, and speed to fast as the primary reasons for the crash. No one has attributed the causes of any crash to the red light enforcement system.

The tables below contain crash trend data for all signalized intersections throughout Murfreesboro:

Total crashes at all signalized intersections:

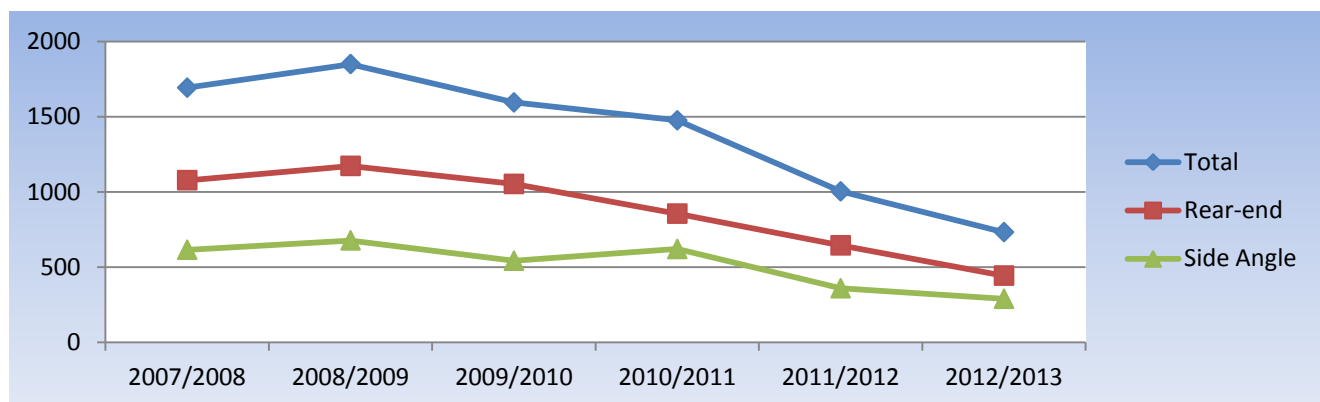
2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
1692	1849/9.28%	1594/-13.79%	1475/-7.47%	1003/-32%	732/-27.02%

Rear end type crashes at all signalized intersections:

2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
1077	1172/8.82%	1052/-10.23%	855/-18.73%	644/-24.68%	443/-31.21%

Side angle crashes at all signalized intersections:

2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
615	677/10.08%	542/-19.94%	620/14.39%	359/-42.10%	289/-19.50%



The tables below contain crash trend data for the six (6) intersections with automated enforcement:

Total crashes at intersections with automated enforcement:

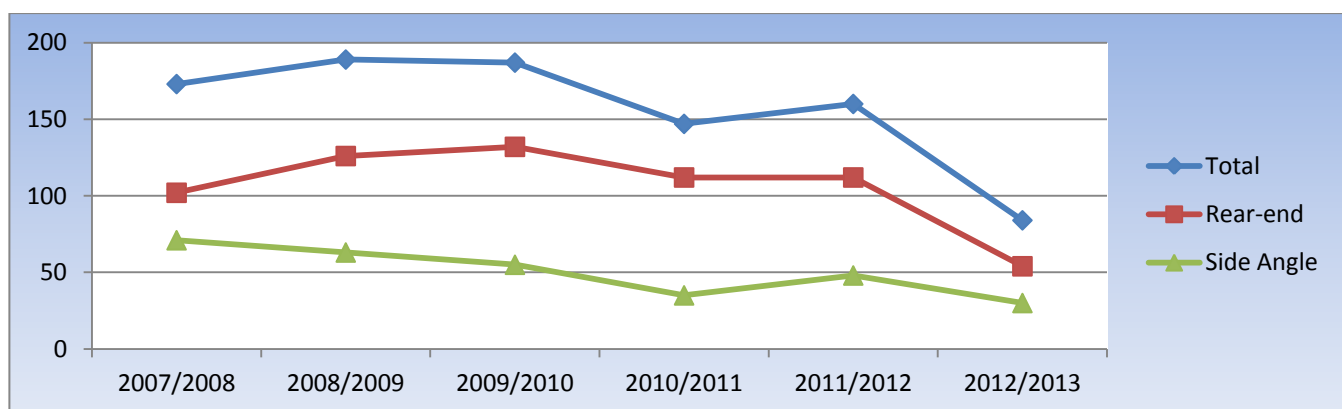
2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
173	189 / 9.25%	187 / -1.06%	147 / -21.39%	160 / 8.84%	84/-47.50%

Rear end type crashes at intersections with automated enforcement:

2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
102	126/23.53%	132 / 4.76%	112 / -15.15%	112 / 0%	54/-51.79%

Side angle type crashes at intersections with automated enforcement:

2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
71	63 /-11.27%	55 / -12.70%	35 / -36.36%	48 / 37.14%	30/-37.50%



In addition to yearly trend analyses, a comparison between the baseline data in 2007/2008 and 2012/2013 shows a significant change in reported crashes, proving the long-term success of the program. Total crashes at all signalized intersections decreased from 1692 to 732, a decrease of 960 or -56.74%. Rear-end crashes at all signalized intersections decreased from 1077 to 443, a decrease of 634 or -58.87%. Side angle collisions at all signalized intersections decreased from 615 to 289, a decrease of 326 or -53%.

At intersections with automated enforcement, the reductions are similar to the patterns seen across the City. Total crashes at all automated enforcement intersections decreased from 173 to 84, a decrease of 89 or **-51.45%**. Rear-end crashes at automated enforcement intersections decreased from 102 to 54, a decrease of 48 or **-47.06%**. Side angle collisions at intersections with automated enforcement decreased from 71 to 30, a decrease of 41 or **-57.75%**.

Chart: All signalized intersections

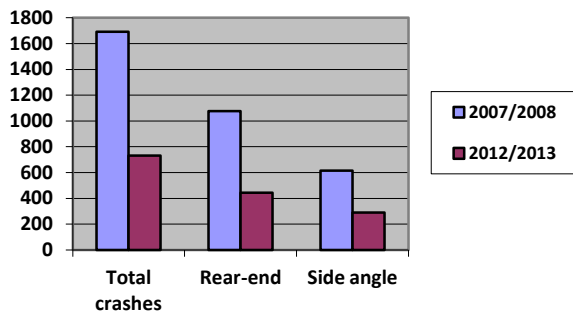
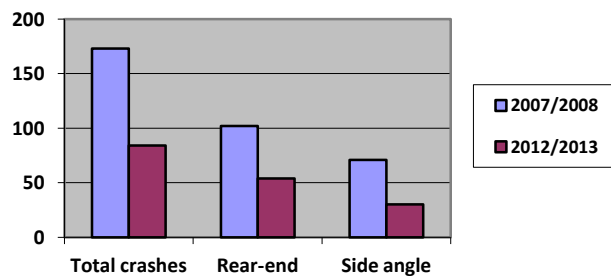


Chart: All automated enforcement intersections



As has been discussed in previous Council presentations, the legal principles used in the City's automated red light camera enforcement program have been upheld by several Tennessee Court decisions.

With the direction and support of the Mayor and Council, the primary goal of this program from its beginning has been and continues to be the safety of motorists.

I would like to thank each of you and your predecessors, our City Management staff and Department colleagues who have contributed to the development, operation and success of this program. I would also like to thank members of our legislative delegation, including Senator Jim Tracy, Chairman of the Senate Transportation Committee for supporting our efforts to make Murfreesboro streets the safest in the state of Tennessee.

Sincerely,

W. Glenn Chrisman
Chief of Police

WGC:kre

c: Robert J. Lyons, City Manager
Jim Crumley, Assistant City Manager
Deputy Chief Michael Bowen
Assistant Chief Roy Fields